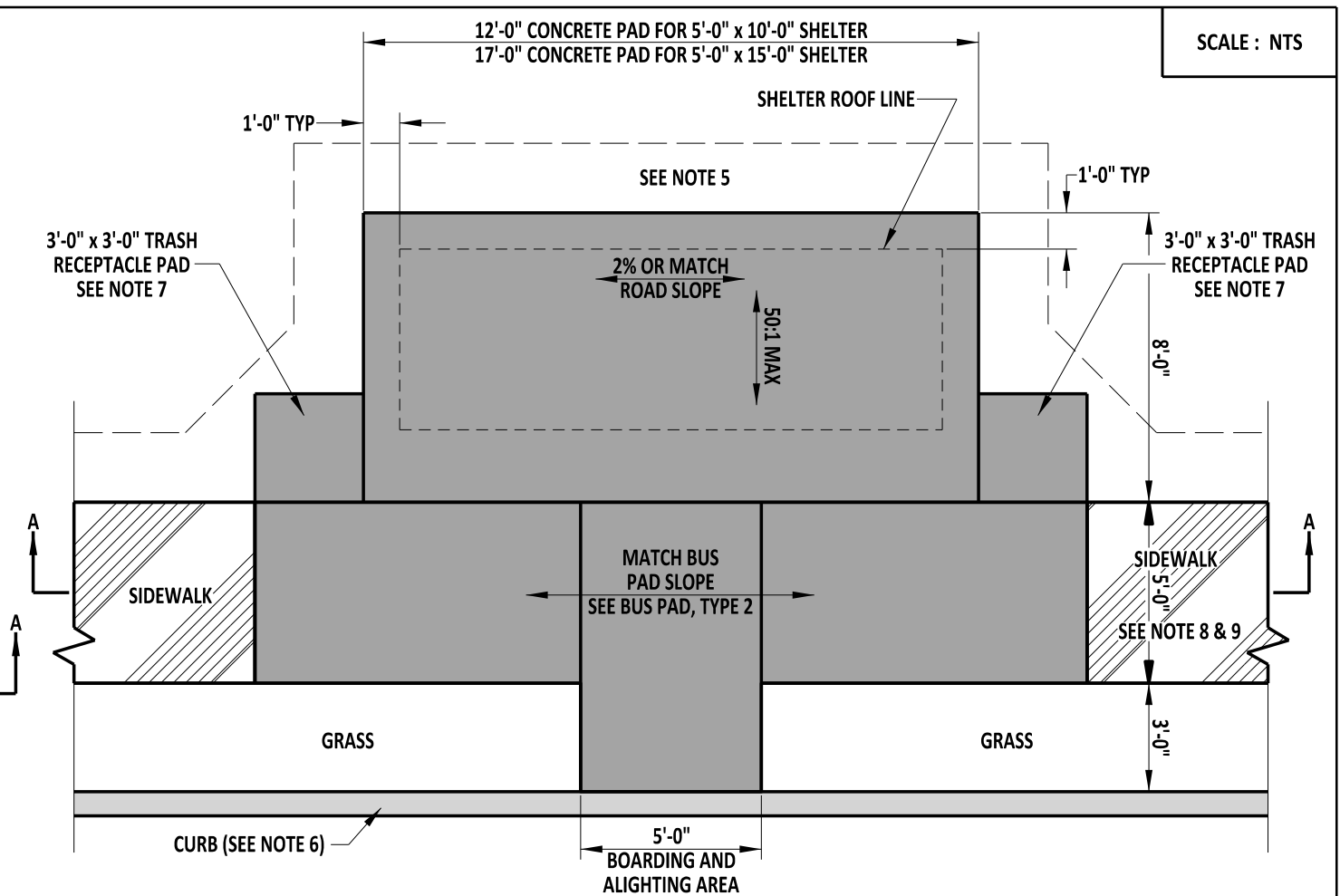


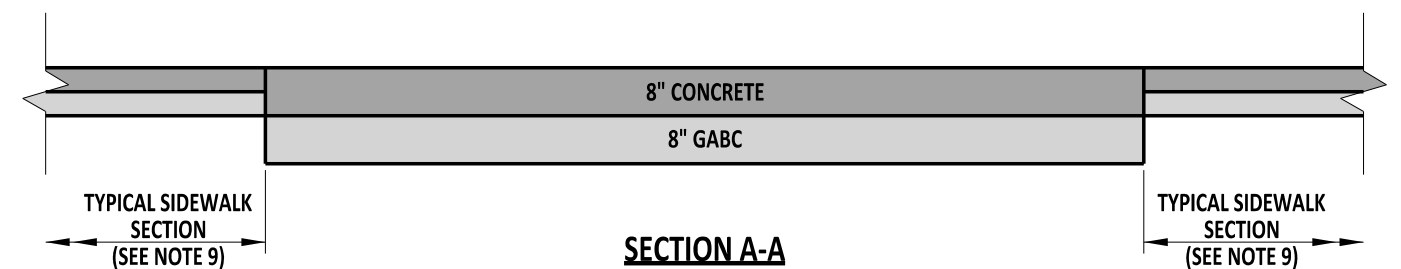
BUS STOP WITH SHELTER PAD, TYPE 1



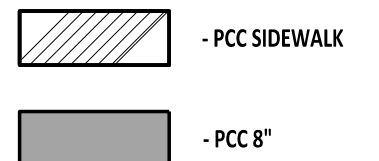
BUS STOP WITH SHELTER PAD, TYPE 2

NOTES:

- 1). BUS STOP SHELTER PAD LOCATIONS TO BE APPROVED BY DART AND DELDOT PRIOR TO ANY CONSTRUCTION.
- 2). REFERENCE THE DE MUTCD FOR GENERAL INFORMATION ON PLACEMENT OF SIGNS.
- 3). SEE CONSTRUCTION PLANS SIGNING AND STRIPING SHEETS FOR SPECIFIC SIGN AND SIGN LOCATION DETAILS.
- 4). A 6:1 GRADE IS REQUIRED FOR A MINIMUM OF 2'-0" IMMEDIATELY ADJACENT TO THE BUS STOP PAD OR APPROACHING SIDEWALK.
- 5). SEE PLANS FOR CORRECT CURB TYPE. DO NOT DEPRESS CURB.
- 6). THE MAXIMUM RUNNING SLOPE TO TRANSITION THE SIDEWALK TO MEET BUS STOP PAD ELEVATION IS 12:1 (8.3%), HOWEVER, 20:1 (5%) IS PREFERRED. RAMPS ARE ONLY REQUIRED WHEN THE VERTICAL HEIGHT OF THE APPROACHING SIDEWALK DIFFERS FROM THAT OF THE ADJACENT CURB.
- 7). SEE DETAIL M-3, SHEET 1 OF 1 FOR ADDITIONAL SIDEWALK DETAILS AND REQUIREMENTS.
- 8). BUS STOP CONFIGURATIONS MAY VARY DUE TO TOPOGRAPHIC OBSTRUCTIONS OR GRADES. CONSULT DART OR DELDOT FOR OPTIONAL PAD DETAILS.
- 9). TRASH RECEPTACLE PAD CAN BE PLACED ON EITHER SIDE OF THE SHELTER PAD, AT THE DIRECTION OF THE ENGINEER IN THE FIELD.



SECTION A-A



ENGINEERING SUPPORT
RECOMMENDED
DATE 09/01/2020

BUS STOP PAD WITH SHELTER, TYPES 1 & 2

STANDARD NO. M-9 (2020)

SHT. 2 OF 2

REVIEWED

DEPUTY DIRECTOR - DESIGN

09/01/2020
DATE

APPROVED

CHIEF ENGINEER

09/01/2020
DATE

08/20/2020